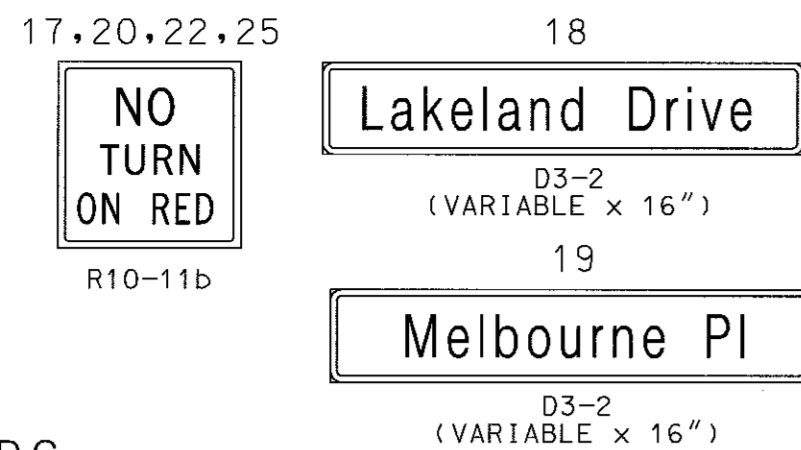


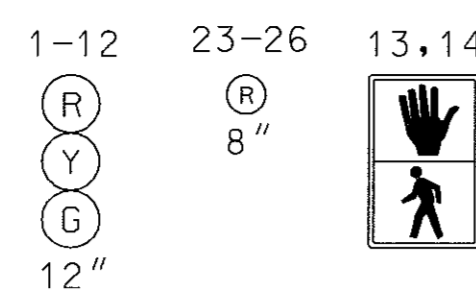


U.S. 1 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

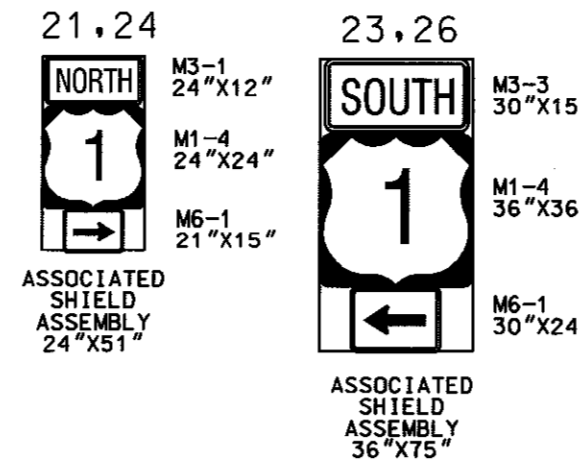
EXISTING SIGNS



EXISTING SIGNALS



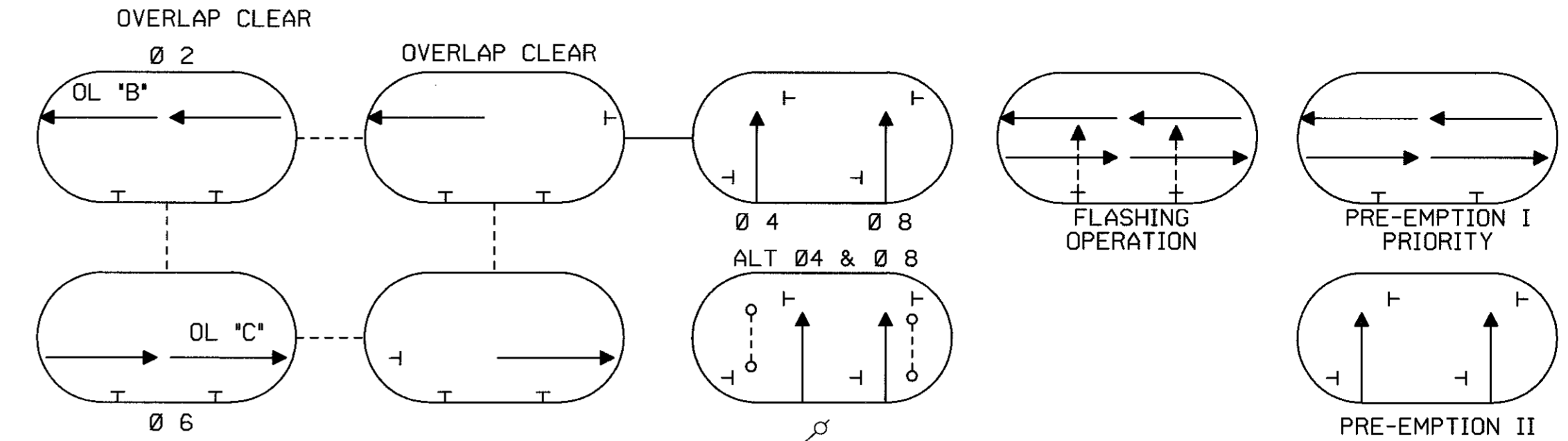
PROPOSED SIGNS



PROPOSED SIGNALS



NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

- (A) REMOVE AND DISPOSE OF EXISTING PUSH BUTTON LOCATED ON EXISTING SIGNAL POLE.
- (B) INSTALL NEW 10 FOOT PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD, SIGN, PUSH BUTTON AND TRANSFORMER BASE. SIGN SHALL READ "PUSH BUTTON TO CROSS US 1 - BALTIMORE AVENUE". (NOTE: 1-3" SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT IN POLE BASE).
- (C) TRENCH ONE 3 INCH PVC SCHEDULE 80 CONDUIT.
- (D) INSTALL 12 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK, AS DIMENSIONED ON PLAN.
- (E) INSTALL 24 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- (F) INSTALL STANDARD PEDESTRIAN SIDEWALK RAMP WITH DETECTABLE WARNING MAT IN ACCORDANCE WITH MARYLAND STANDARD 655J2.
- (G) INSTALL DETECTABLE WARNING MAT ON EXISTING PEDESTRIAN RAMP IN ACCORDANCE WITH MARYLAND STANDARD 655.40.
- (H) REMOVE EXISTING STOP LINE.
- (J) INSTALL NEW 10 FOOT PEDESTAL POLE, SIGN AND PUSH BUTTON (CUT DOWN TO 4 FT., CAP AND GALVANIZE). SIGN SHALL READ "PUSH BUTTON TO CROSS US 1 - BALTIMORE AVENUE". (NOTE: 1-3" SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT IN POLE BASE).
- (K) INSTALL NEW PEDESTRIAN HEAD, SIGN AND PUSH BUTTON (MOUNT TO EXISTING SIGNAL POLE) SIGN SHALL READ "PUSH BUTTON TO CROSS US 1 - BALTIMORE AVENUE".
- (L) INSTALL 10 INCH YELLOW LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR DIAGONAL HATCHING (TWO 5 INCH LINES SIDE BY SIDE).
- (M) REMOVE EXISTING CROSS WALK MARKINGS.
- (N) REMOVE EXISTING CENTER LEFT-TURN PAVEMENT MARKINGS BETWEEN THE NORTHBOUND STOP LINE AND THE SOUTHBOUND STOP LINE.
- (O) INSTALL PEDESTRIAN SIDEWALK RAMP WITH DETECTABLE WARNING MAT IN ACCORDANCE WITH MARYLAND STANDARD 655.49.
- (P) INSTALL NEW ROUTE MARKER SIGN ASSEMBLY.

GENERAL NOTES

1. THE CONTRACTOR MUST VERIFY THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THIS PLAN ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. ALL EXISTING UNUSED ELECTRICAL CABLES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
4. ALL EQUIPMENT TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
5. MAINTAIN ALL EXISTING CONDUIT AND HANDHOLES UNLESS NOTED.

REVISION D CONSULTANT

**WALLACE, MONTGOMERY
& ASSOCIATES, LLP**
CIVIL AND STRUCTURAL ENGINEERS
110 West Road
Suite 300
Towson, Maryland 21204

REVISIONS	APPROVALS
D 02/08/04 INSTALL PED. PUSH BUTTONS AND INDICATIONS SHA NO. 1: AT5825185	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
FAC/MA JTR/DWB/MA C REPLACE DAMAGED DETECTOR 3/97	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
NML B INSTALL F/H HEADS ON EXISTING PEDESTALS SHA NO. 1: AW102254 AW102254	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
RRZ	DIRECTOR, TRAFFIC & SAFETY



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

US 1 AND MELBOURNE PLACE/LAKELAND DRIVE

DRAWN BY: S.R.B.	F.A.P. NO. 85525042012	T.S. NO. 3218 D	SHEET NO. 1 OF 2
CHECKED BY: 1" = 20'	COUNTY: PRINCE GEORGE'S	T.I.M.S. NO. G657	
DATE: 2-13-92	LOG MILE: 16000104.45		

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Tuesday, February 15, 2005 AT 12:01 PM